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a slave raising rather than a slave working region. By 1840, the Coastal Plain was largely given to the cultivation of cereals. Fig. 12.)

The Piedmont in North Carolina held its density up to 1850 and, in fact, well through the slavery period. This area was within the cotton belt and was also a notable tobacco district. The Piedmont soils endured the exhaustive tobacco cultivation much better than did those of the Coastal Plain.

(To be continued.)

RAILROAD DISTANCES IN NEW YORK

BY

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Extending east and west across the State of New York, from Lake Erie almost to the Massachusetts boundary, between highlands to the north and to the south, is a narrow strip of land nowhere much over 500 feet above the tidewater. The east end of this depression opens out upon the valley of the Hudson, which runs almost at right angles and which even as far north as Albany is almost at sea level. This natural outlet for the traffic of the West has the greatest railway mileage, for its area, of any other region in the State, and perhaps in the United States. Along this route we see (Fig. 1) quite a number of roads extending for the most part parallel to each other, concentrating into a narrow belt in the Mohawk Valley, but again spreading out along the Hudson. Along this route the people are so well supplied with transportation facilities that in 96 per cent. of the area no point is more than five miles from a railway station. To the north in the Adirondacks the conditions are far different. Fig. 2 shows large areas more than five miles from a station, and the small black spot near the center of the large area shows that a portion is even more than twenty-five miles from any shipping point. To the south, for the most part, the patches are small though numerous. That means a larger number of railroads and a better distribution. In the Catskills, however, there is a thinning out of the railroads again as shown by the two areas that are more than ten miles from any station.

Using Tarr's* classification of the physiographic regions of the

* Tarr's "The Physical Geography of the State of New York," page 1.

State, estimating the areas of these regions and of the portions more than five miles and ten miles from a station, calculating the percentages from these figures and tabulating we have the following:

REGION.	TOTAL AREA.	MORE THAN 5 MILES FROM STATION.		MORE THAN 10 MILES FROM STATION.	
		AREA.	PER CENT.	AREA.	PER CENT.
Adirondack	17,000	6,900	41	3,000	17
Lake Plains	4,500	80	1.8		..
Mohawk	4,000	300	7.5		..
N. Y.-Penn. Plat.....	14,000	1,400	10.		..
Catskills	4,200	1,400	33.	200	5
Taconic	4,300	230	5.		..
Gneissic Highland	1,000	10	1.		..
Long Island	1,000	10	1.		..
Total	50,000	10,330	20	3,200	6

The remarkably poor development of railroads in the Adirondacks and the Catskills comes out in this method of treatment. Over 40 per cent. of the area of that portion of New York between Lake Ontario and the eastern boundary is more than five miles from a shipping point. In the Catskill region the development of roads is almost as poor when areas are considered. Here the figures show that in 33 per cent. of the area there are no stations within five miles. The lack of railroads in these two regions is further brought out by the percentages shown in the last column of the table. Here we see that 17 per cent. of the area of the Adirondack region and 5 per cent. of the Catskill region are distant more than ten miles. The low percentage for the remaining regions of the State shows a better development. The low percentages for the regions along the Lake Plains and the Mohawk and Hudson River valleys are not surprising in view of the great development of railroads shown by Fig. 1. The larger percentage for the Mohawk region is perhaps due to the concentration of the roads along the Mohawk River and to the fact that the physiographic boundaries of this region are very indistinct,* so that portions of the Adirondack region on the north are classed as belonging to the Mohawk.

Topography has had a great effect in determining the distribution of the railroads in New York. The low pass offered by the Mohawk depression makes it the great transportation route for all time. Trail, wagon road, canal, and railroad followed each other. Each had its effect in bringing in industries and people. But the railroad has been and is the greatest factor. The increase in transportation facili-

* Tarr's "The Physical Geography of New York State."

ties offered by it has favored industries; more industries meant more people; and these in turn meant more railroads. Cause and effect here are reciprocal. These factors, human and natural, have concentrated railroads, industries, and people to such an extent that "four-fifths of the population and nine-tenths of the wealth of the Empire State are found within the countries bordered or crossed by the Hudson River and the Erie Canal." *

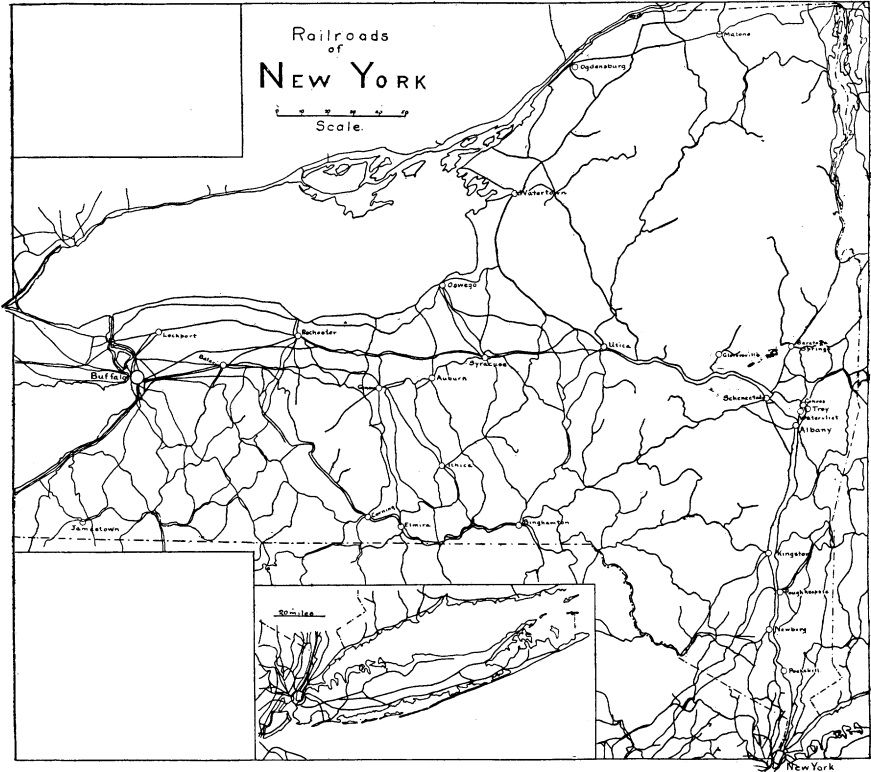


FIG. 1.

In the Adirondacks, topography has not been the sole factor, for while the highlands have had their effect, no doubt, the area more than twenty-five miles from a station is not in the highest part but far to the southwest, near Lake Pleasant in Hamilton County. This odd arrangement is due to the fact that the highest parts of the Adirondacks are the playgrounds of the wealthy New Yorker, and to reach these recreation grounds the railroads push out branch lines as

* Brigham, "Geographic Influences in American History."

far as topography will allow. From the northwest the Delaware and Hudson has projected a line as far as Lake Placid, within fifteen miles of Mt. Marcy, the highest point in the Adirondacks and about five miles from Whiteface Mountain. To reach this vantage point a branch from the main line along the west shore of Lake Champlain has been carried around the north base of the Adirondack mountain pass. But for the summer passenger traffic, the railroad mileage in

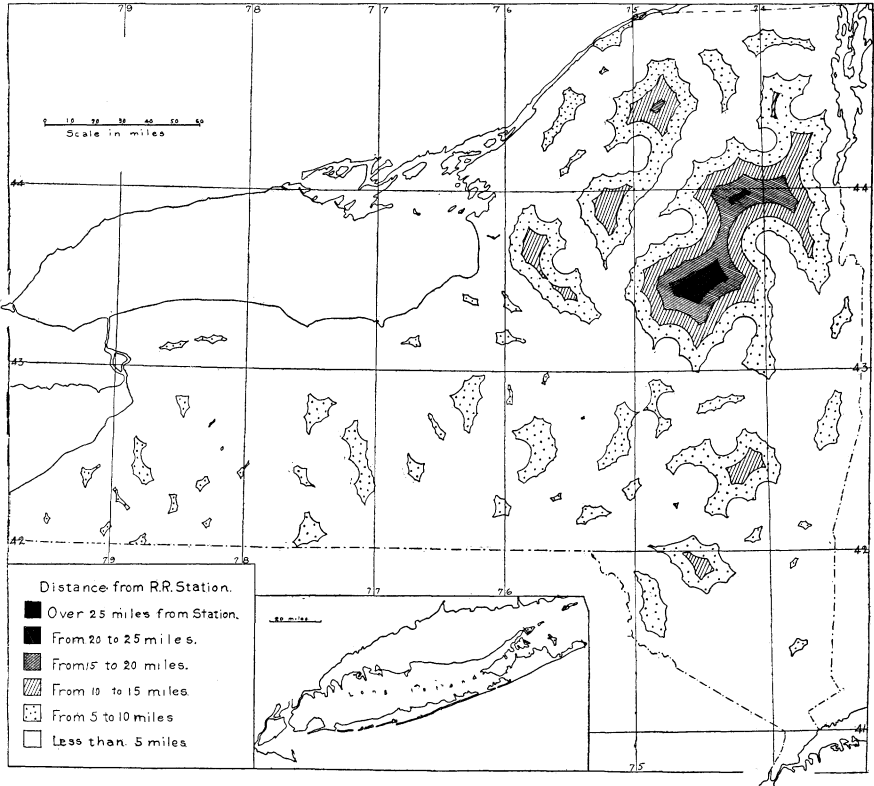


FIG. 2.

the Adirondack region would be far less. Here human causes have served to counteract natural ones, but the natural have been the more effective. In addition to topography, two other causes may be cited as perhaps having a great effect in hindering railroad development, namely, thinness of soil and remoteness from east and west traffic. But in the southern part of the State, relief has the greatest effect.

The deep valleys and numerous hills in the Catskill region have

hindered railroad building, as they have in the New York-Pennsylvania Plateau, although not to such a great extent in the latter region. But even here the elevations reached and the grades that must be climbed are far in excess of those along the Mohawk route. The route over this plateau from Buffalo to New York is much more direct, yet we see no such development of railroads as shown by either accompanying map.

The principle of construction of this Railroad Distance map is not an original one. Tronnier* has recently published a map of north-west Germany in which he shows areas more than five kilometers, more than ten kilometers, and more than fifteen kilometers from a railroad. The boundary lines of the areas on his map are drawn parallel to the railroad at a distance of five, ten, or fifteen kilometers for each respective area. In the accompanying maps of New York the general plan of Tronnier's map has been followed, but instead of showing distances from the railroad the map shows distance from the railroad stations. The construction of such a map is a simple process. From the various stations shown in an official railroad map of the State, as centers, arcs are drawn having radii of five, ten, fifteen, twenty or twenty-five miles. The areas outside of the intersections of the five-mile arcs are more than five miles from the stations.

Taking the State as a whole only 20 per cent. of its area is more than five miles from a railroad shipping point and but 6 per cent. of the entire area is more than ten miles. Hence we may say that 80 per cent. of the people of the State of New York are living less than five miles from a railway station. It is south of a line from Albany to Lake Ontario that we have the greatest development of railroads. Over 90 per cent. of this area is less than five miles from a shipping point. In this region we find the greatest densities of population, more cities, more wealth per square mile, more schools, more colleges, and more of everything that indicates culture.

**Petermanns Mitteilungen*, May, 1910. "Eisenbahn Ferne von Nord Deutschland. Von Rich. Tronnier.